

FIG.1 (prior art)

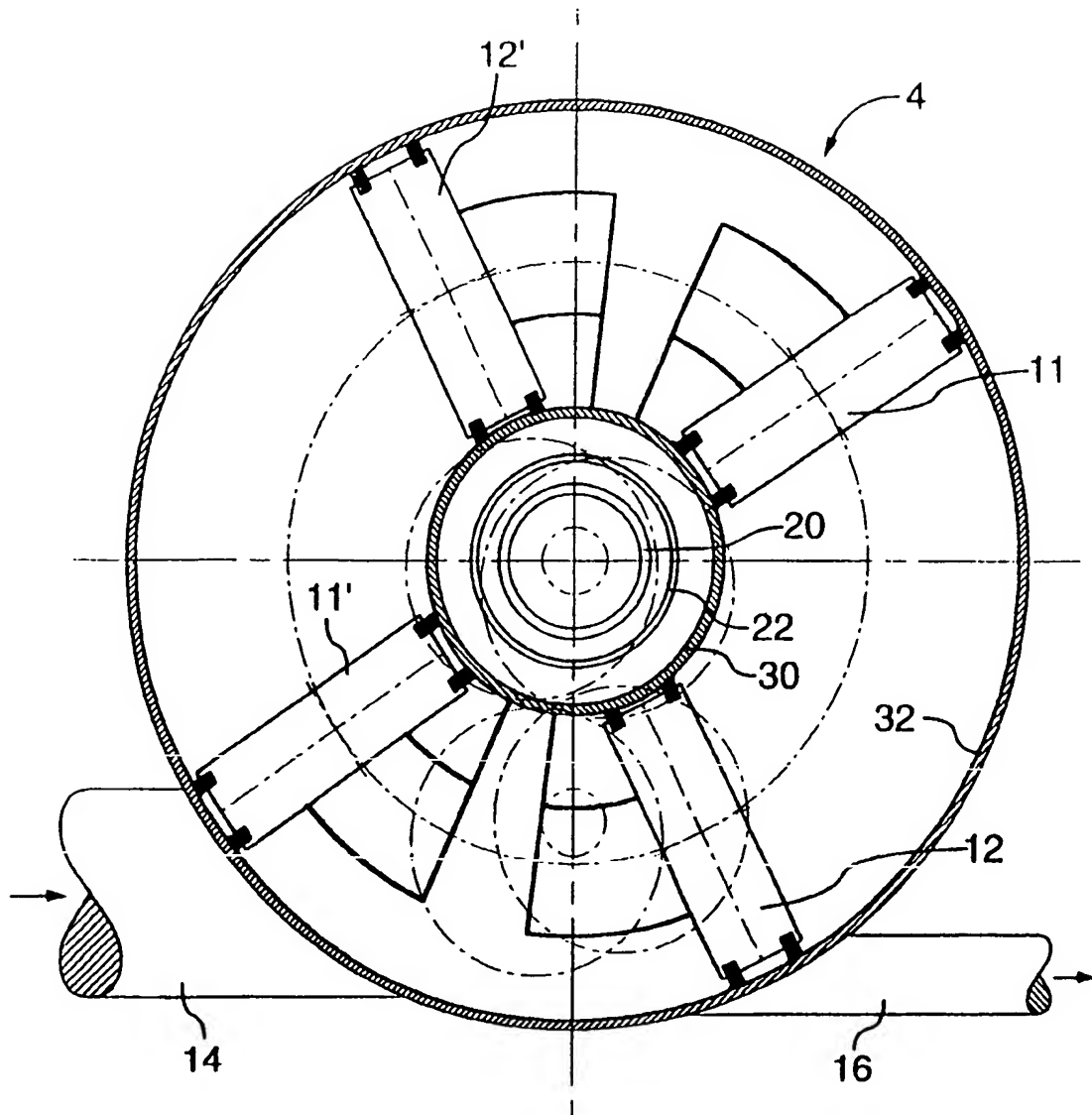


FIG.2 (prior art)

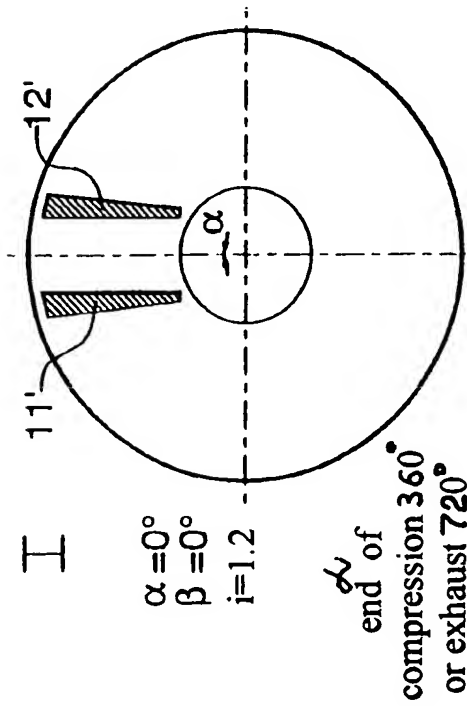


FIG. 3 (prior art)

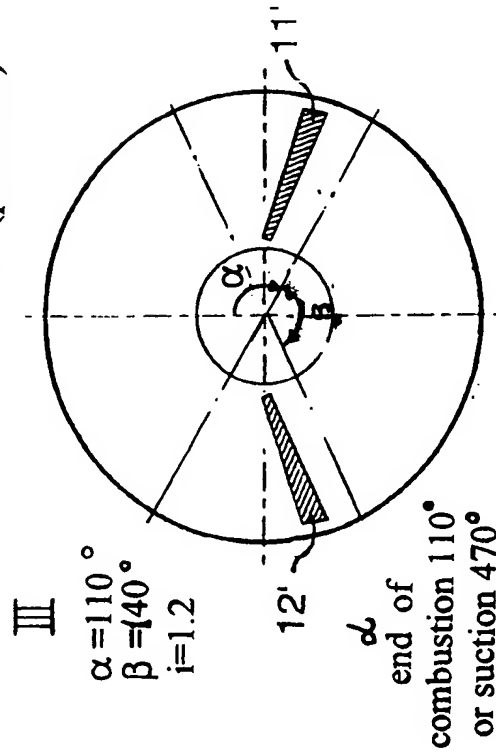


FIG. 5 (prior art)

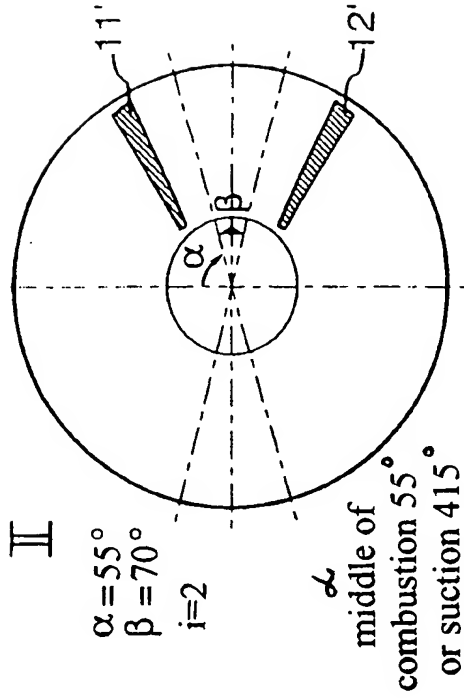


FIG. 4 (prior art)

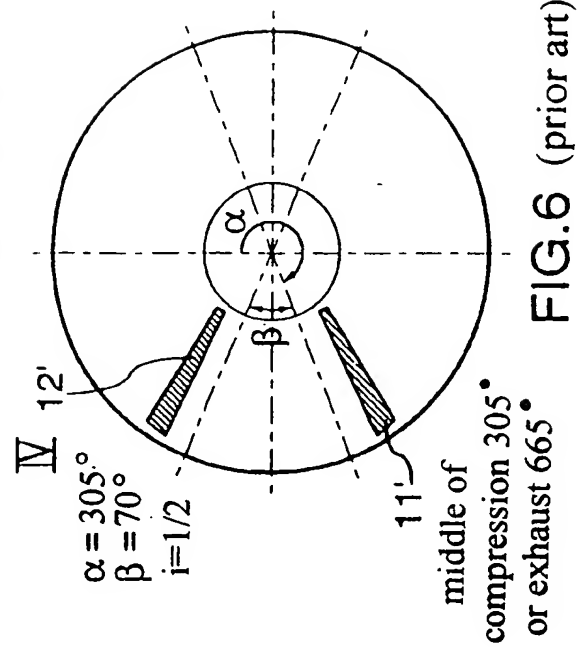


FIG. 6 (prior art)

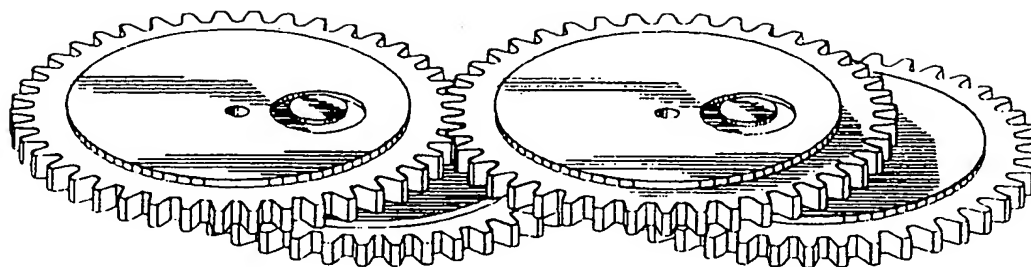


FIG.7 (prior art)

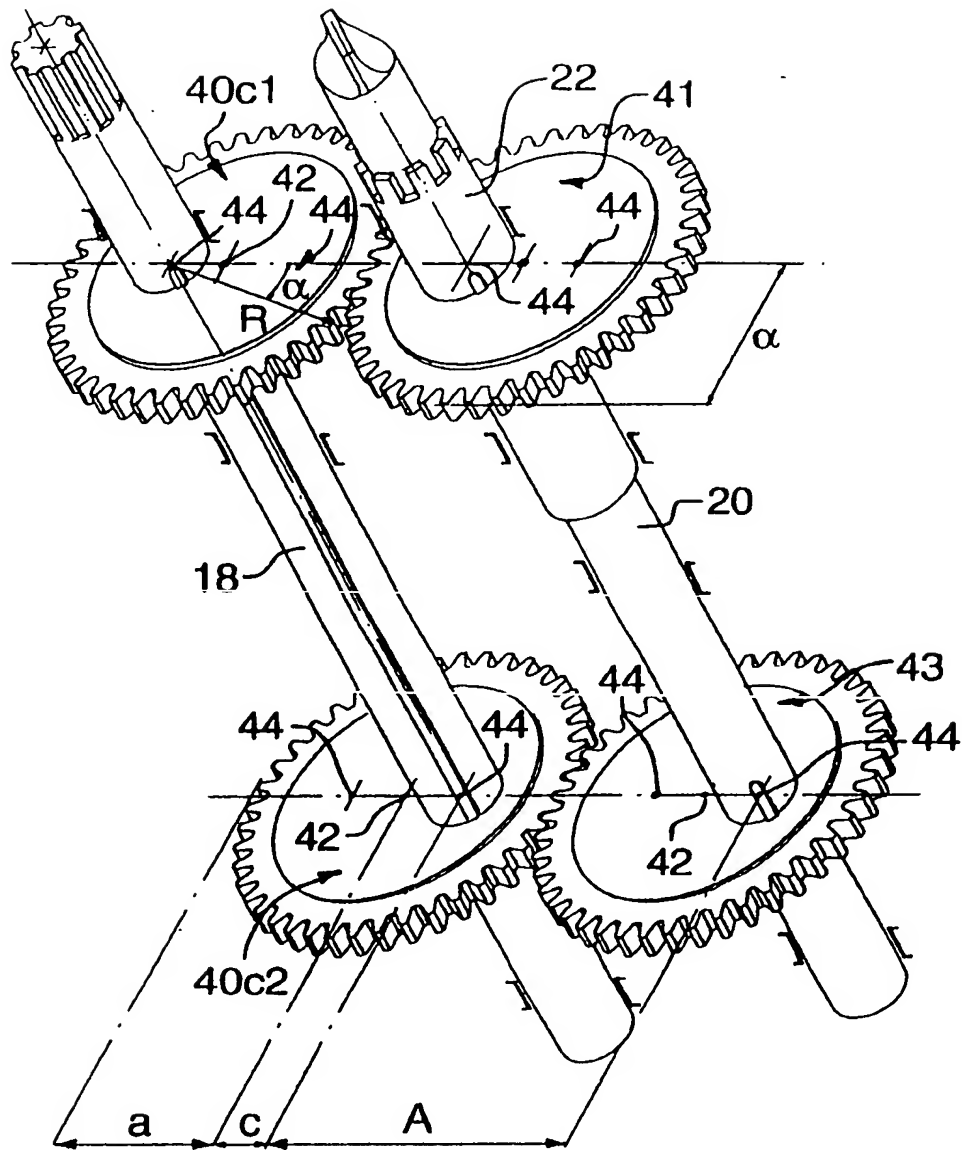


FIG. 8 (prior art)

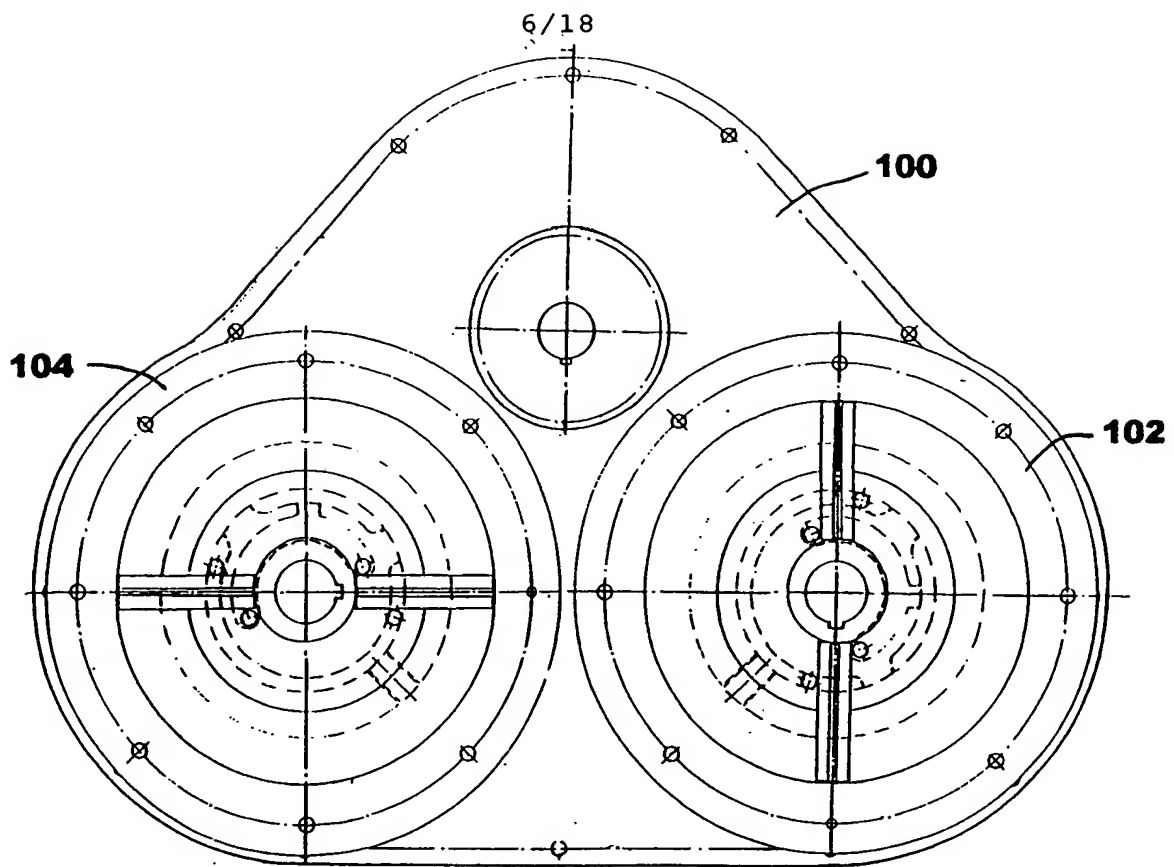


Fig. 9

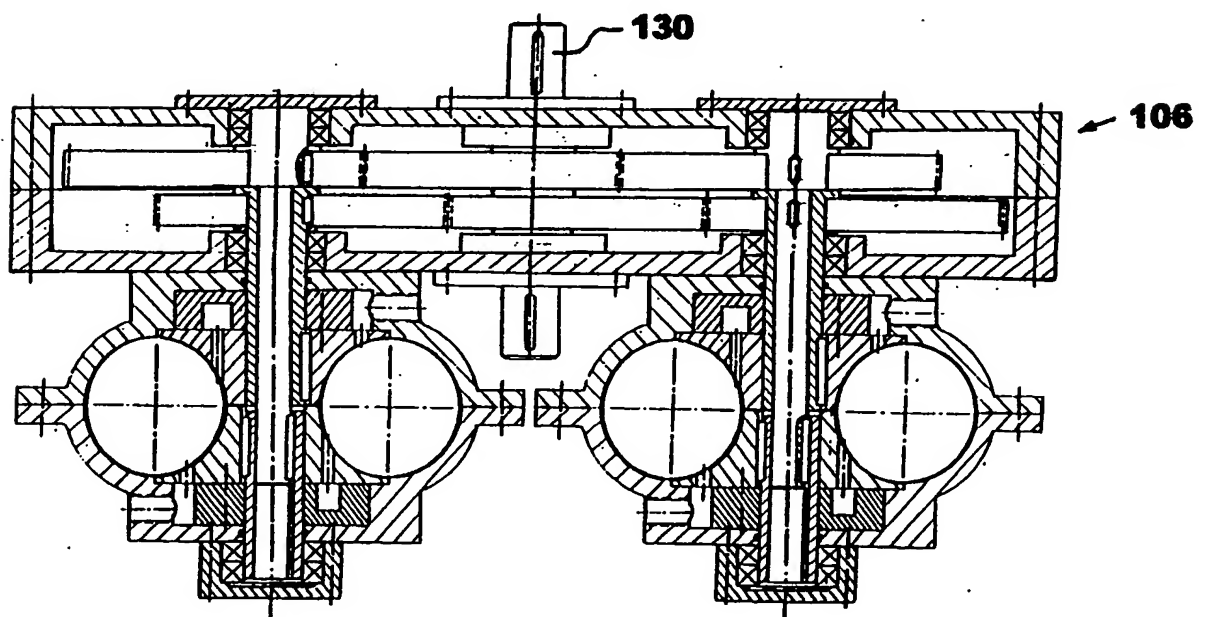


Fig. 10

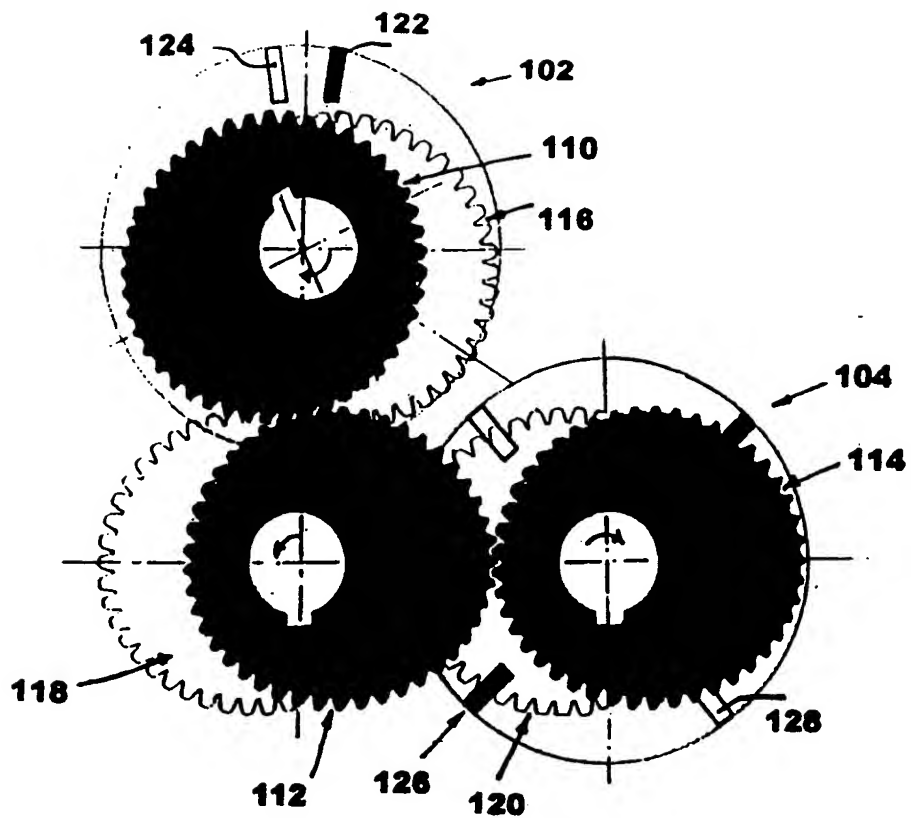


Fig. 11

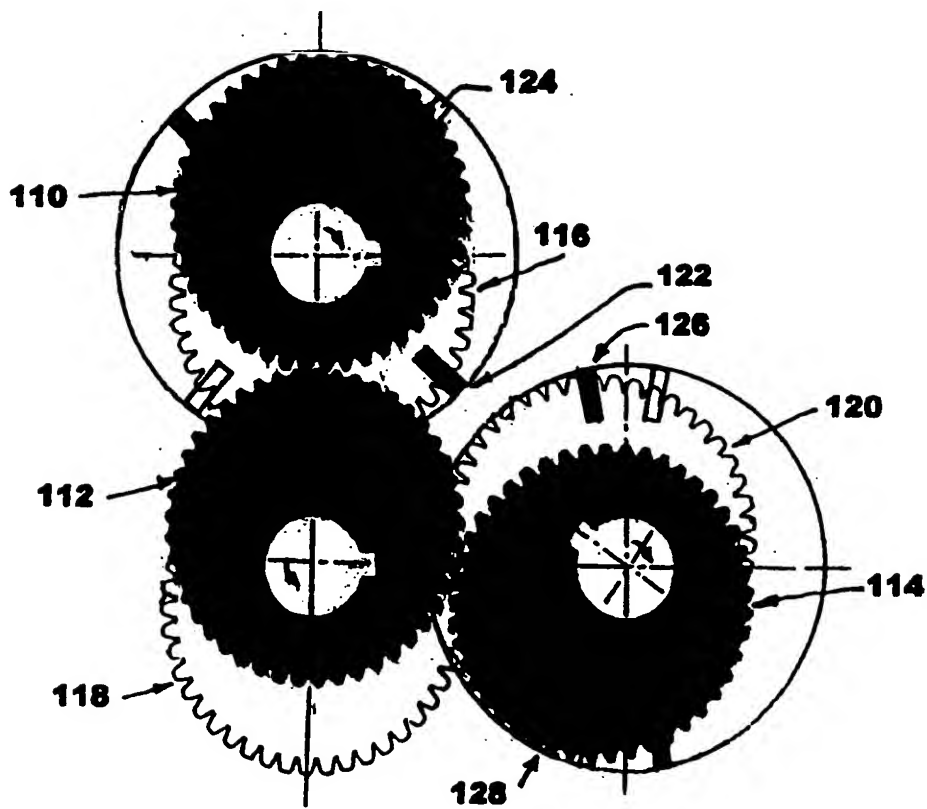
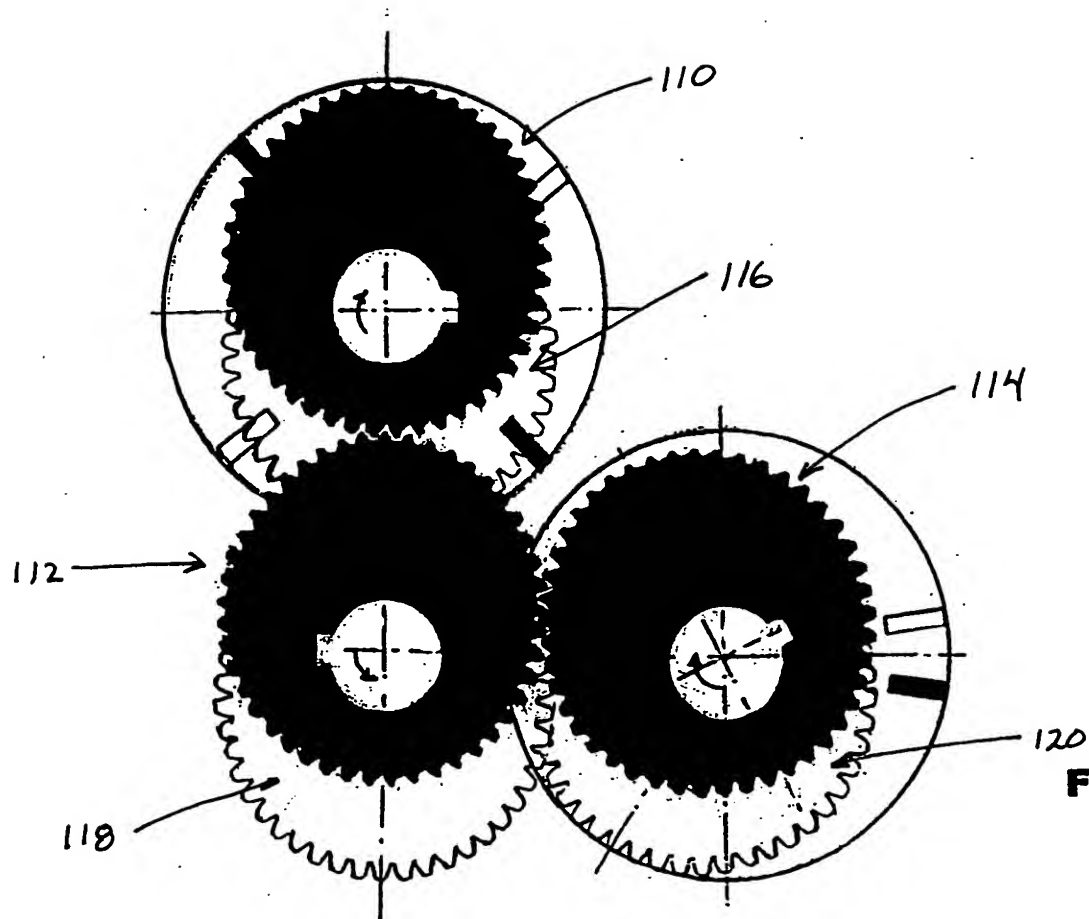
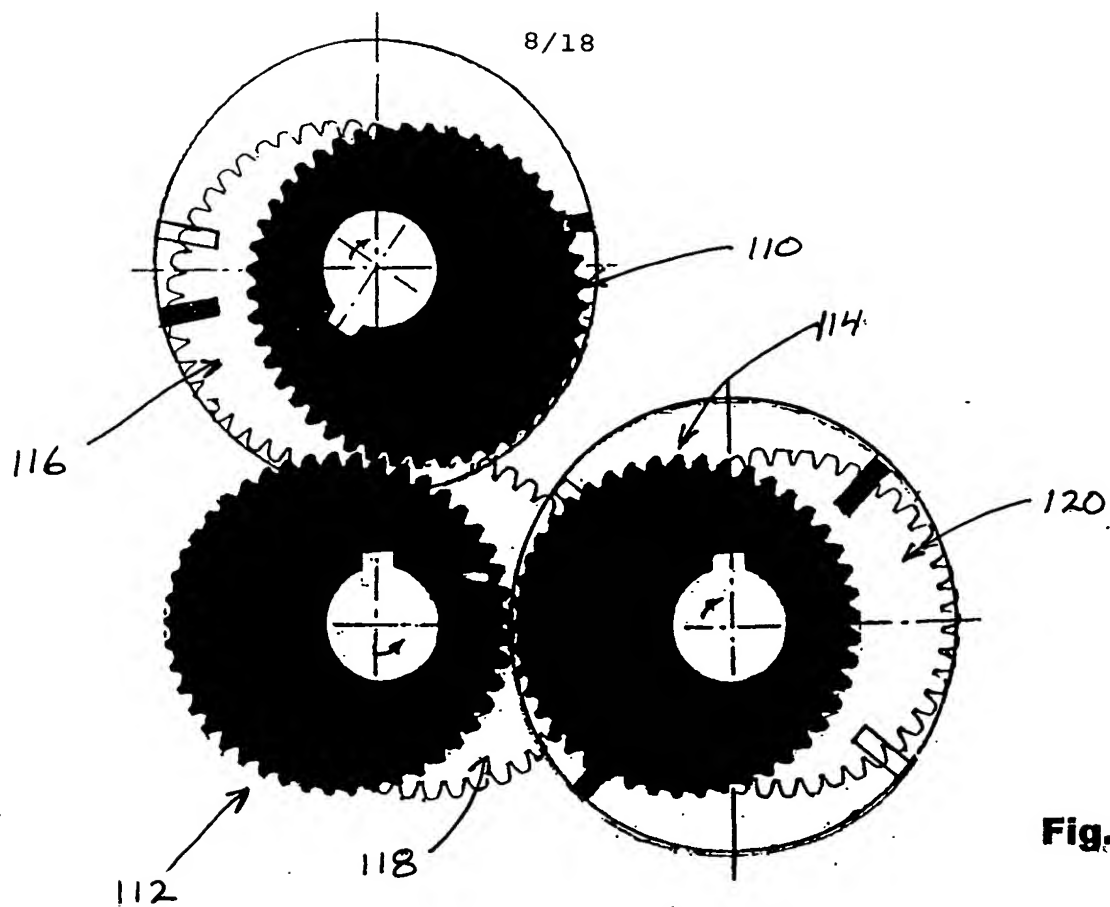


Fig. 12



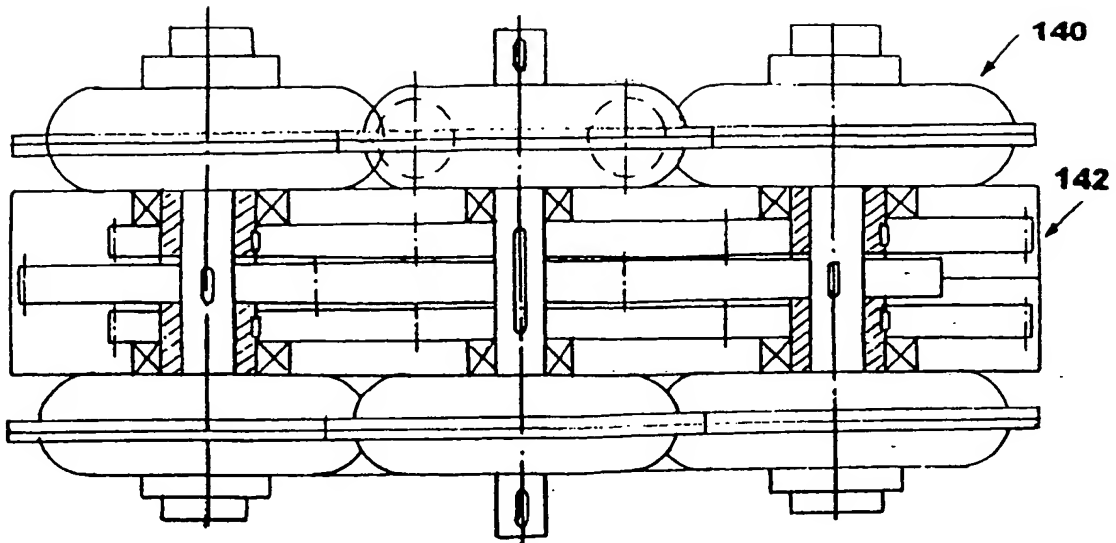


Fig. 15

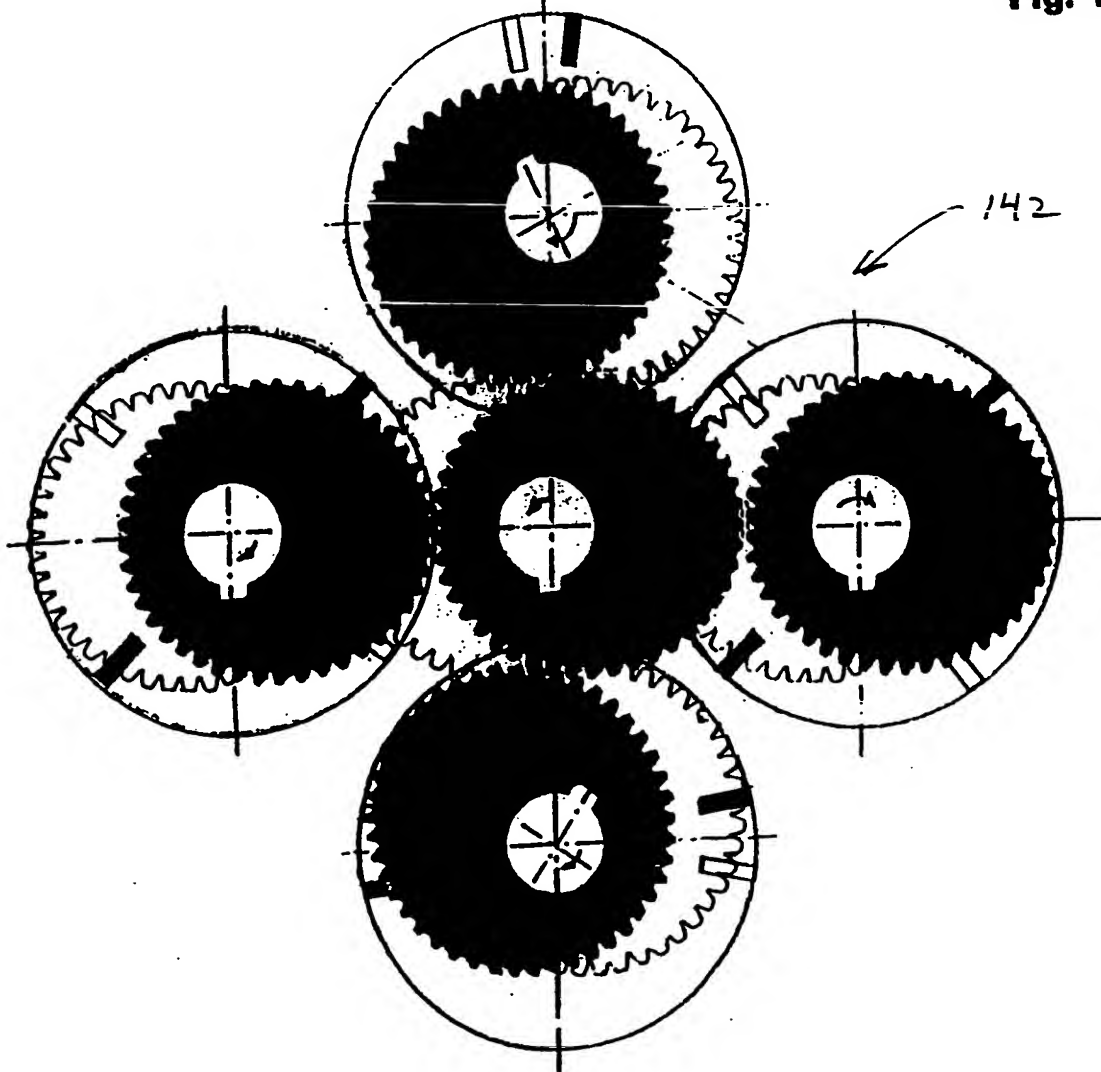


Fig. 16

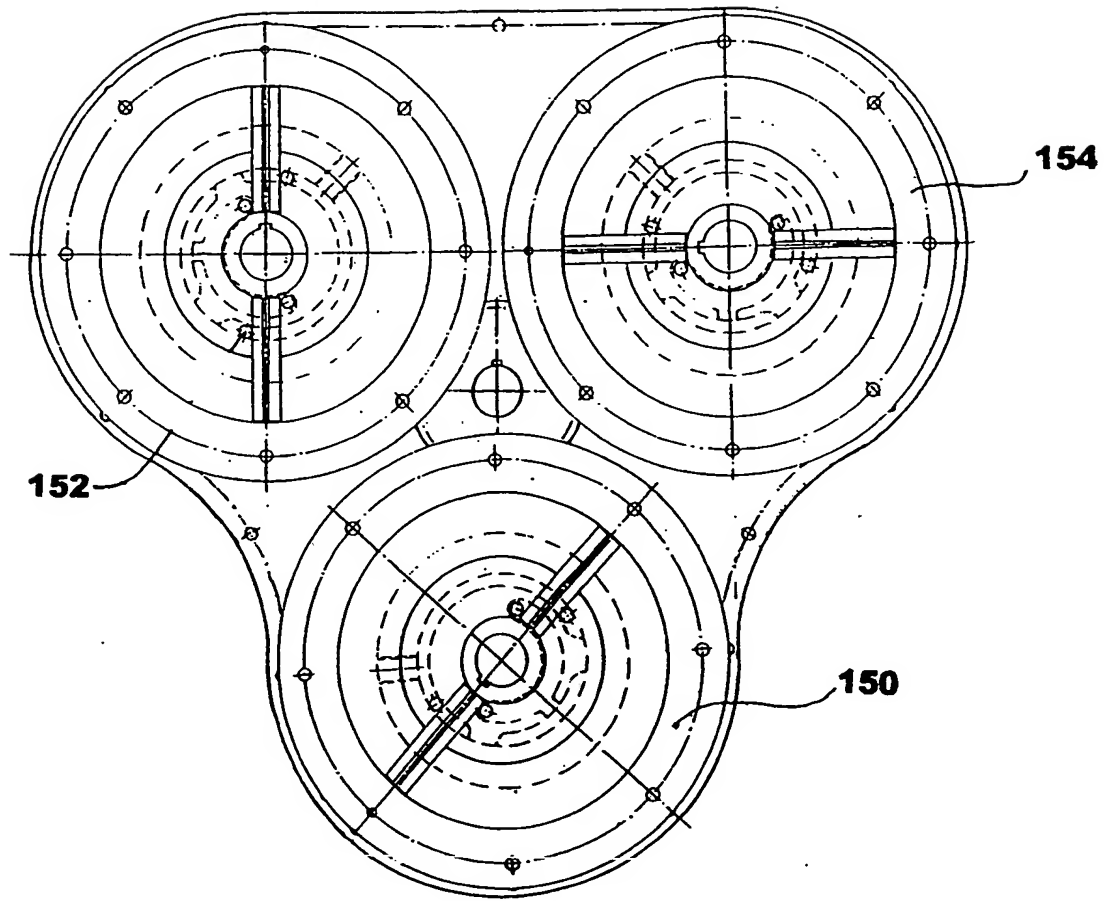


Fig. 17

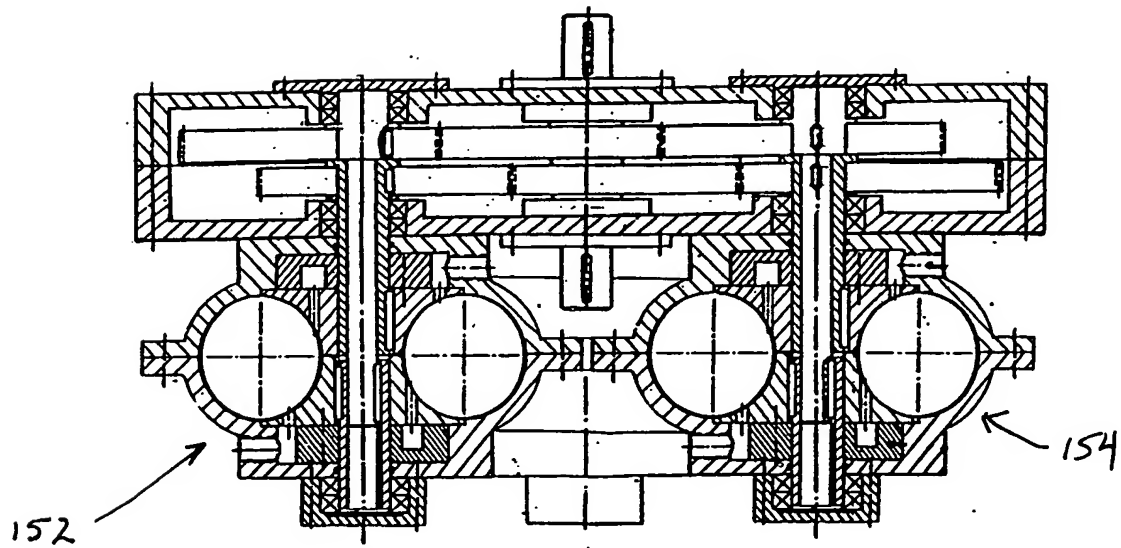


Fig. 18

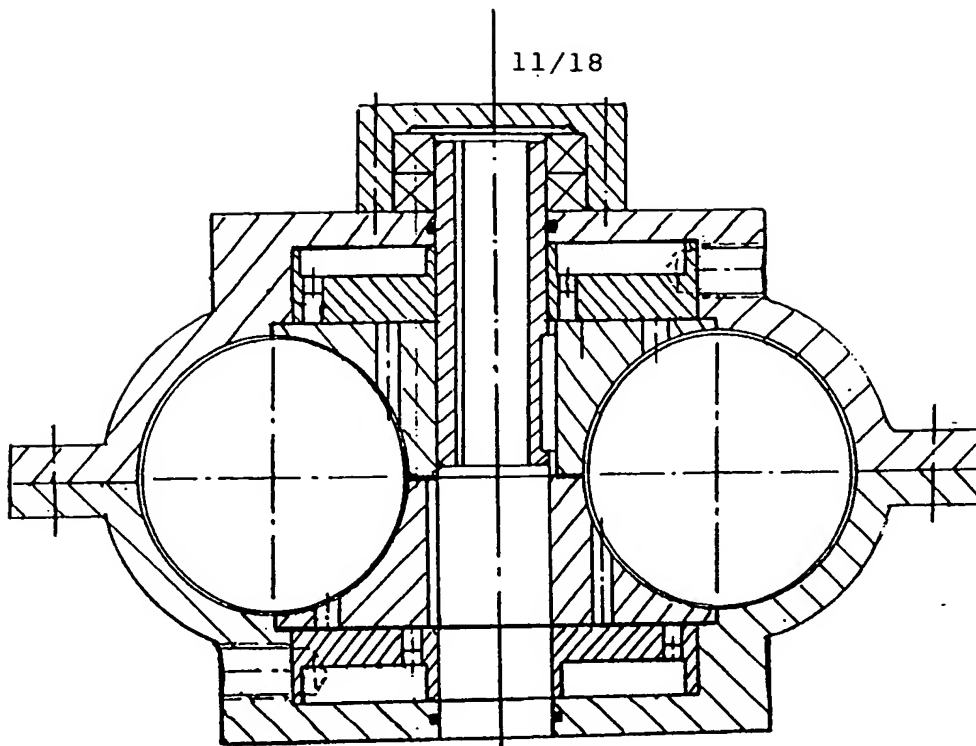


Fig. 19

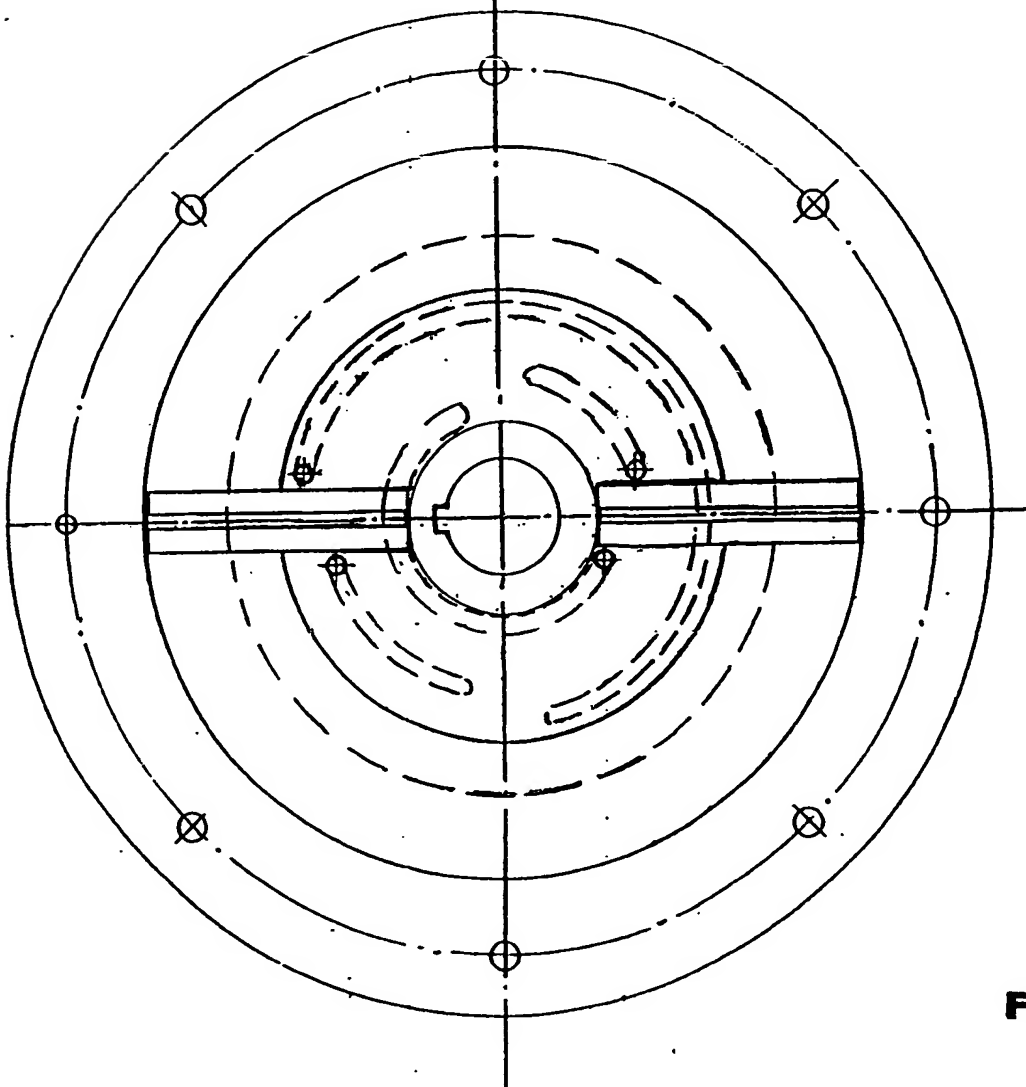


Fig. 20

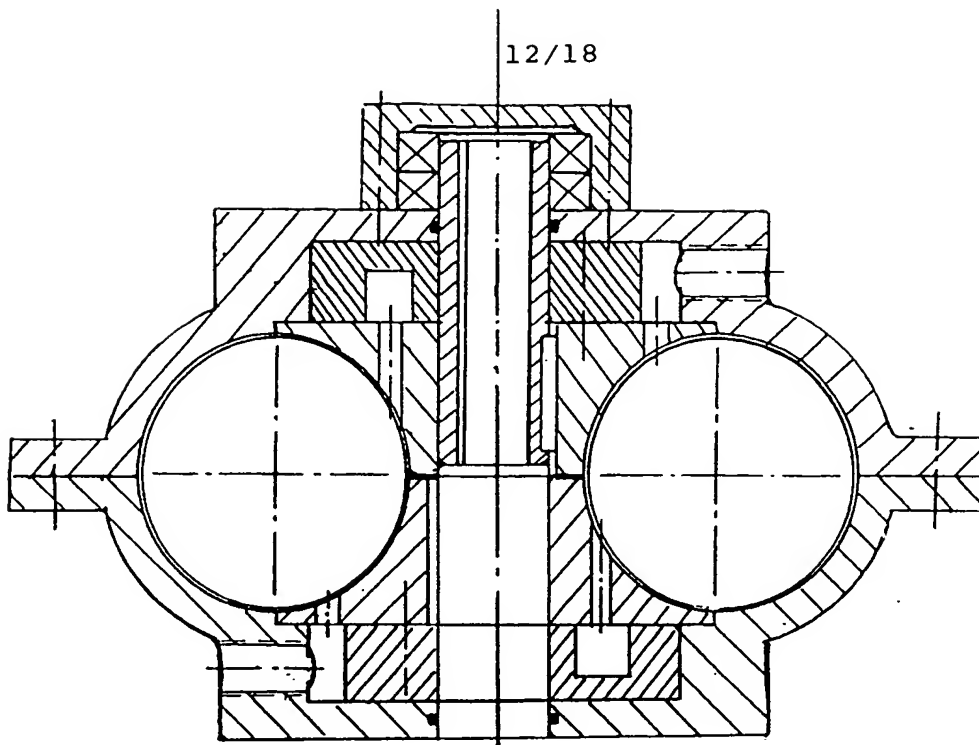


Fig. 21

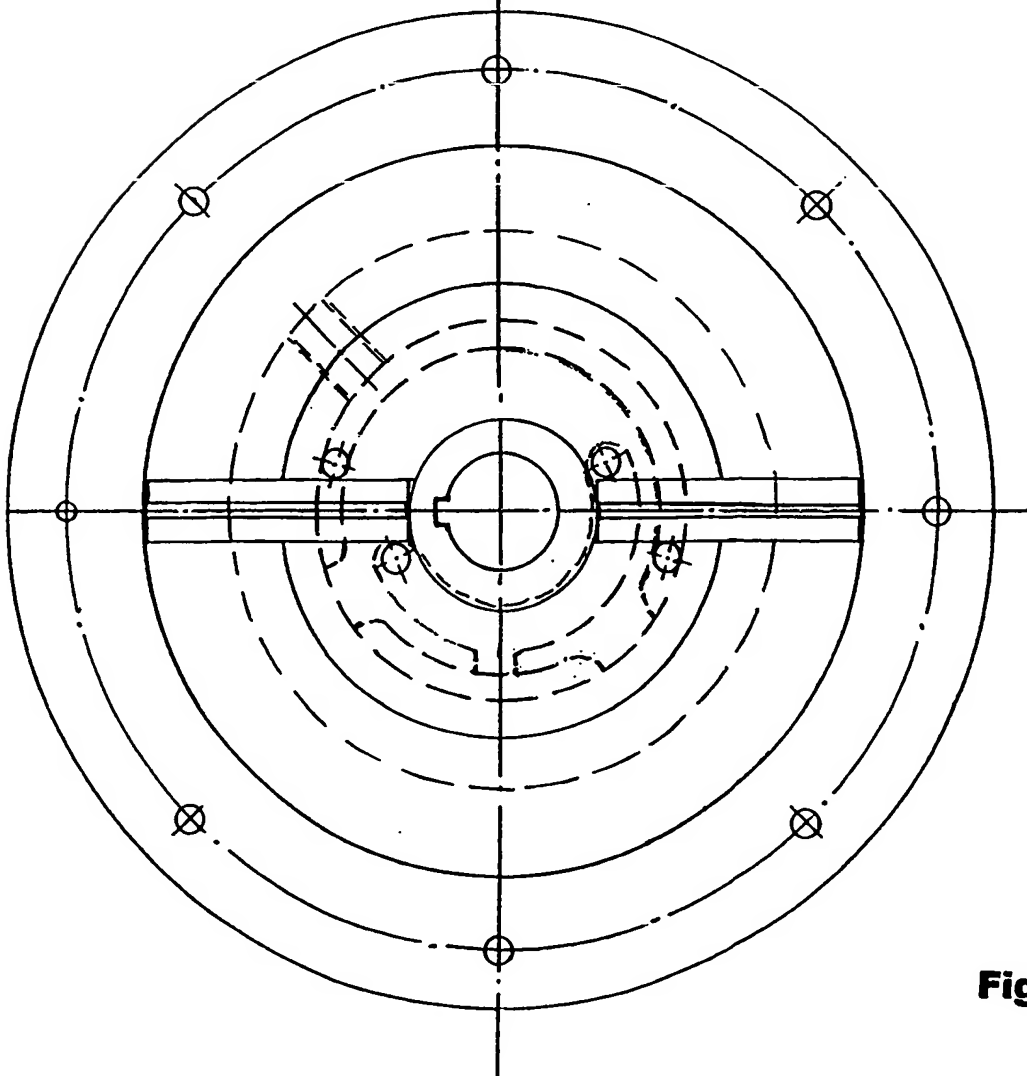
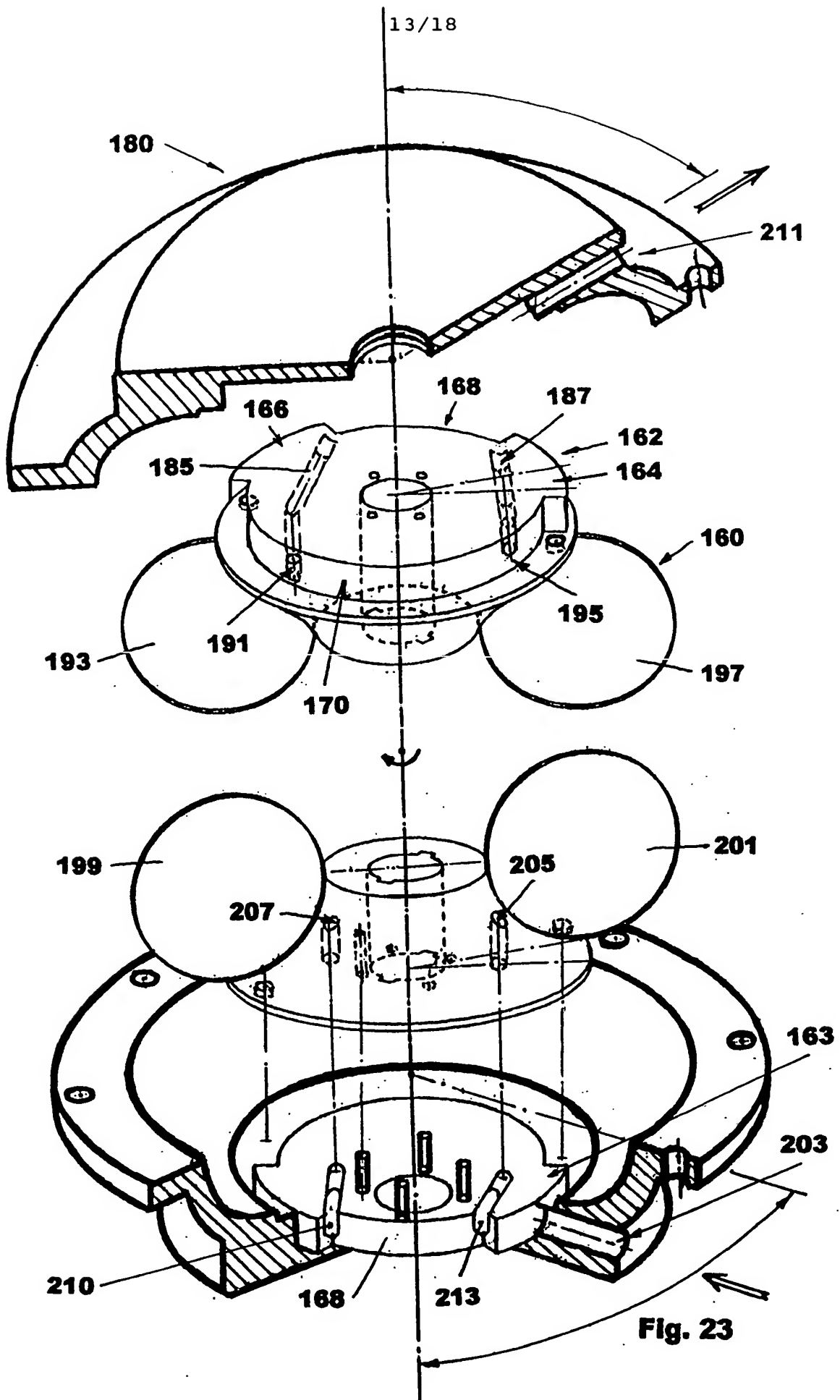


Fig. 22



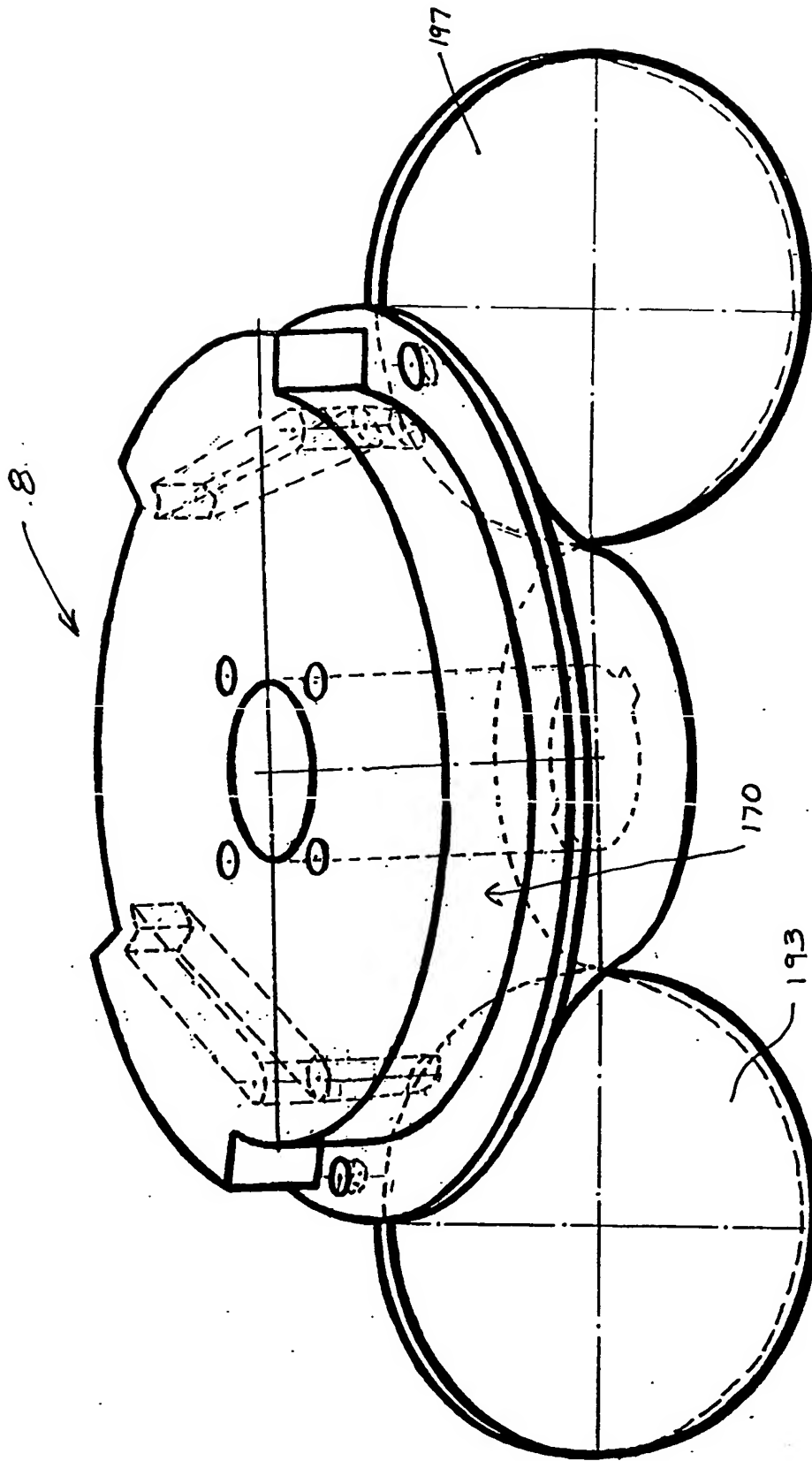


Fig. 24

Engine output shaft 0°

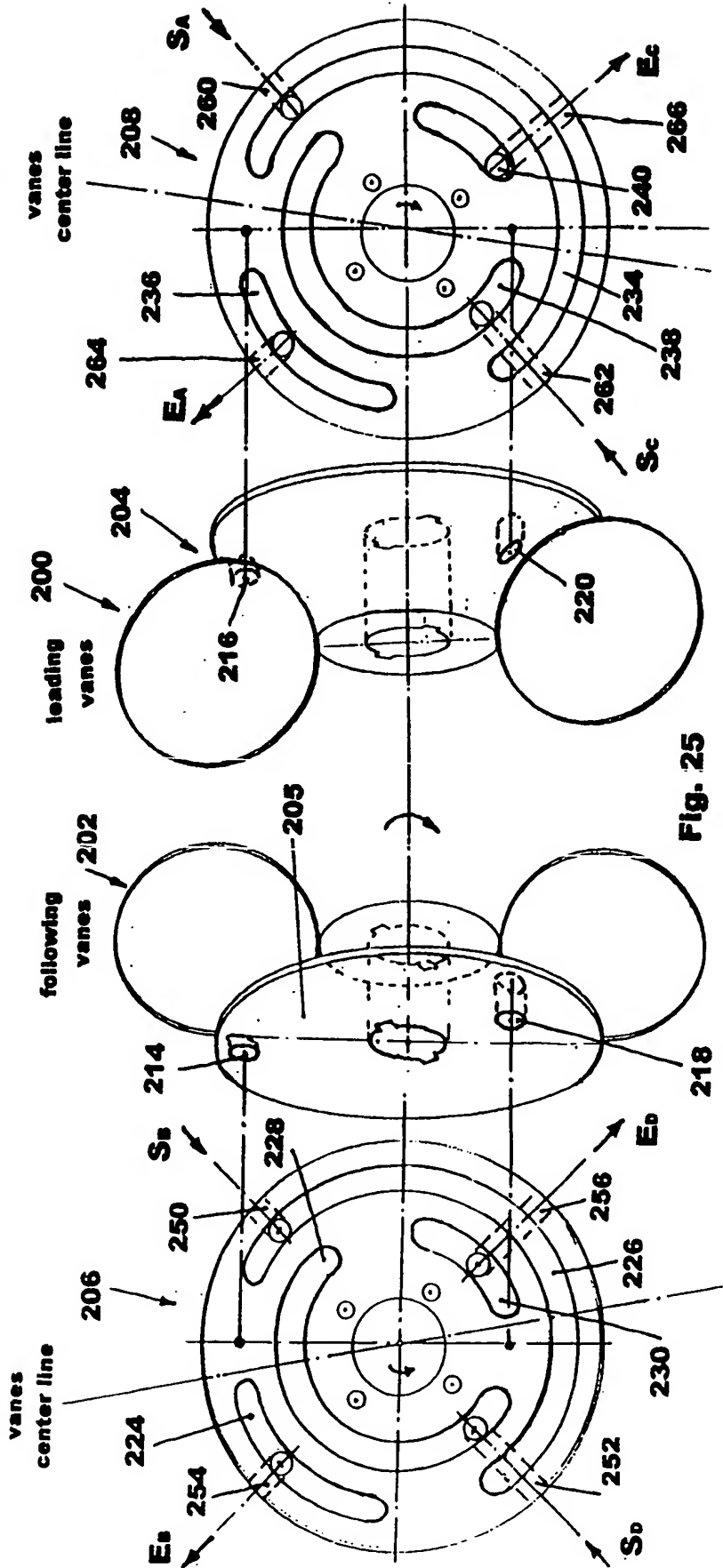


Fig. 25

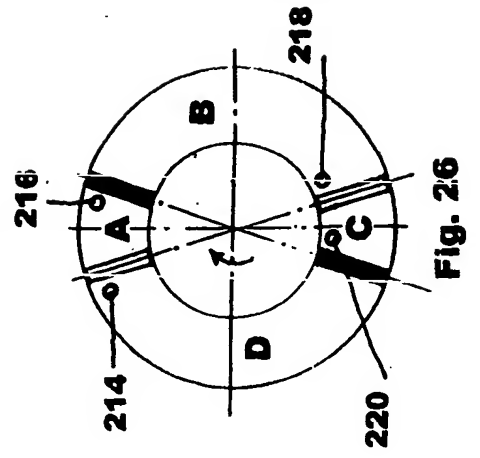


Fig. 26

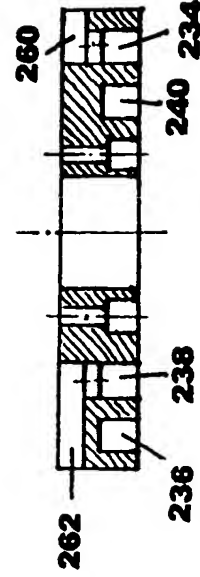


Fig. 27

Engine configuration with two engine units and third unit attached for compression (mixing air and fuel) purpose

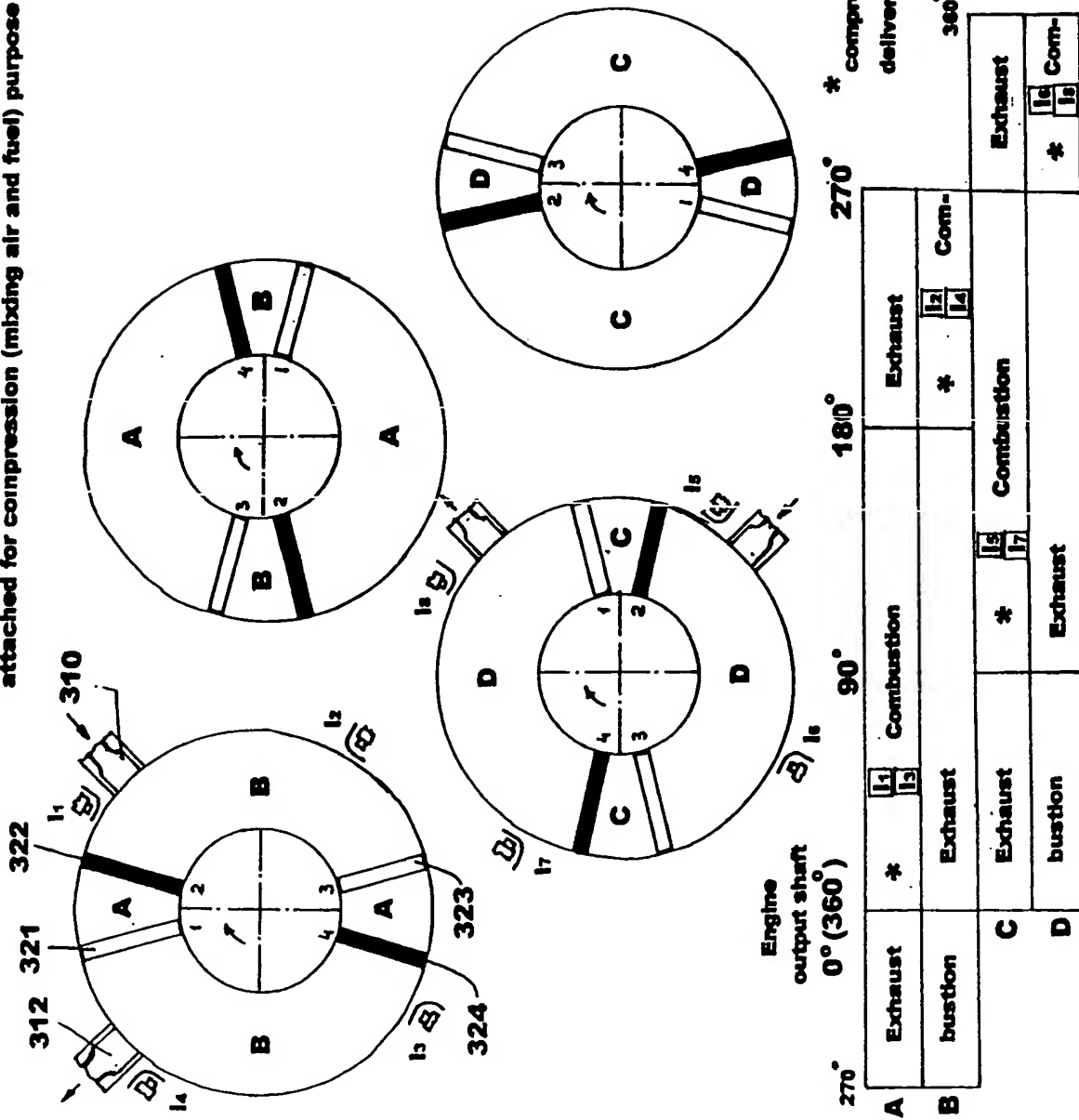


Fig. 28

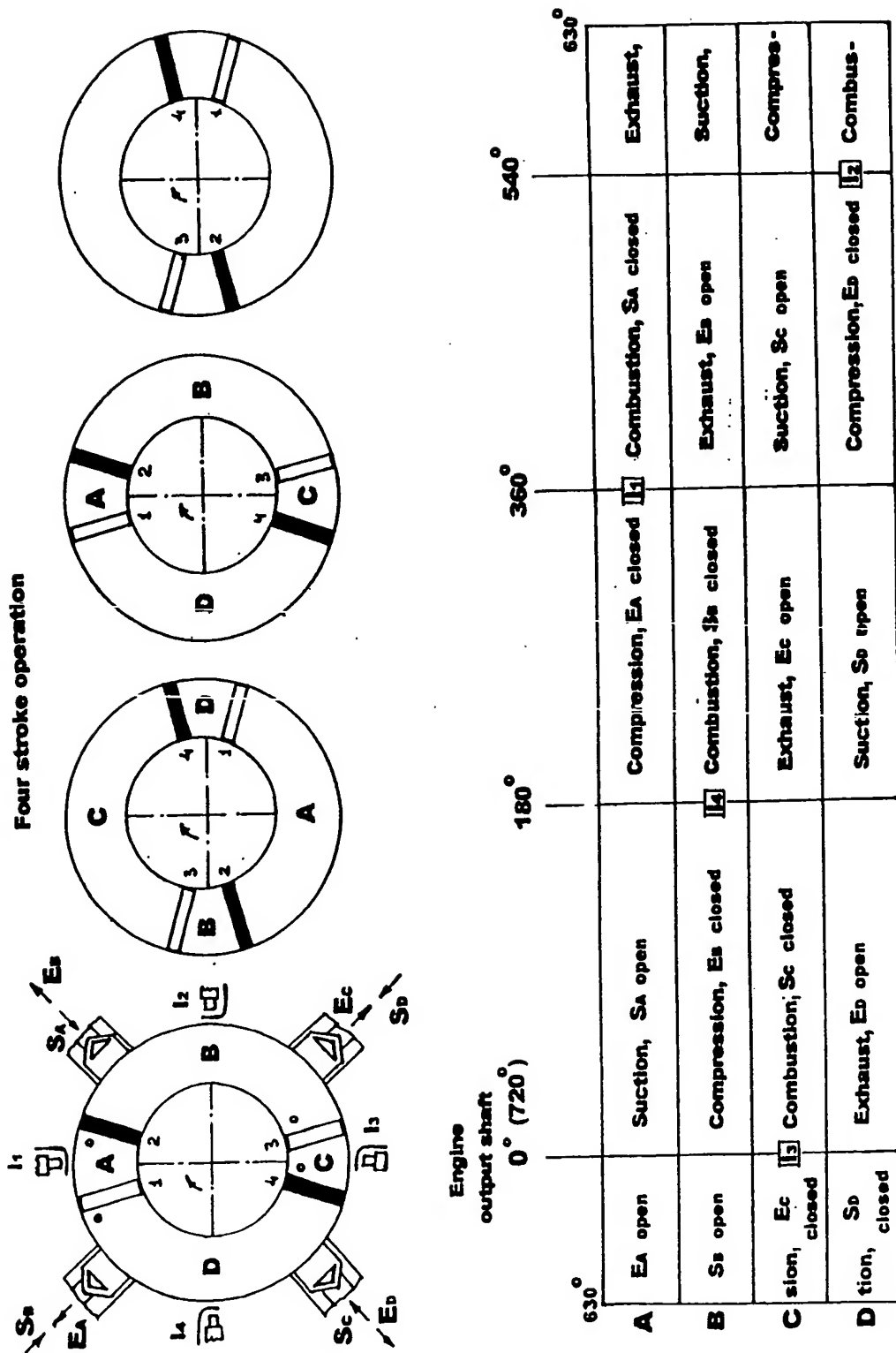


Fig. 29

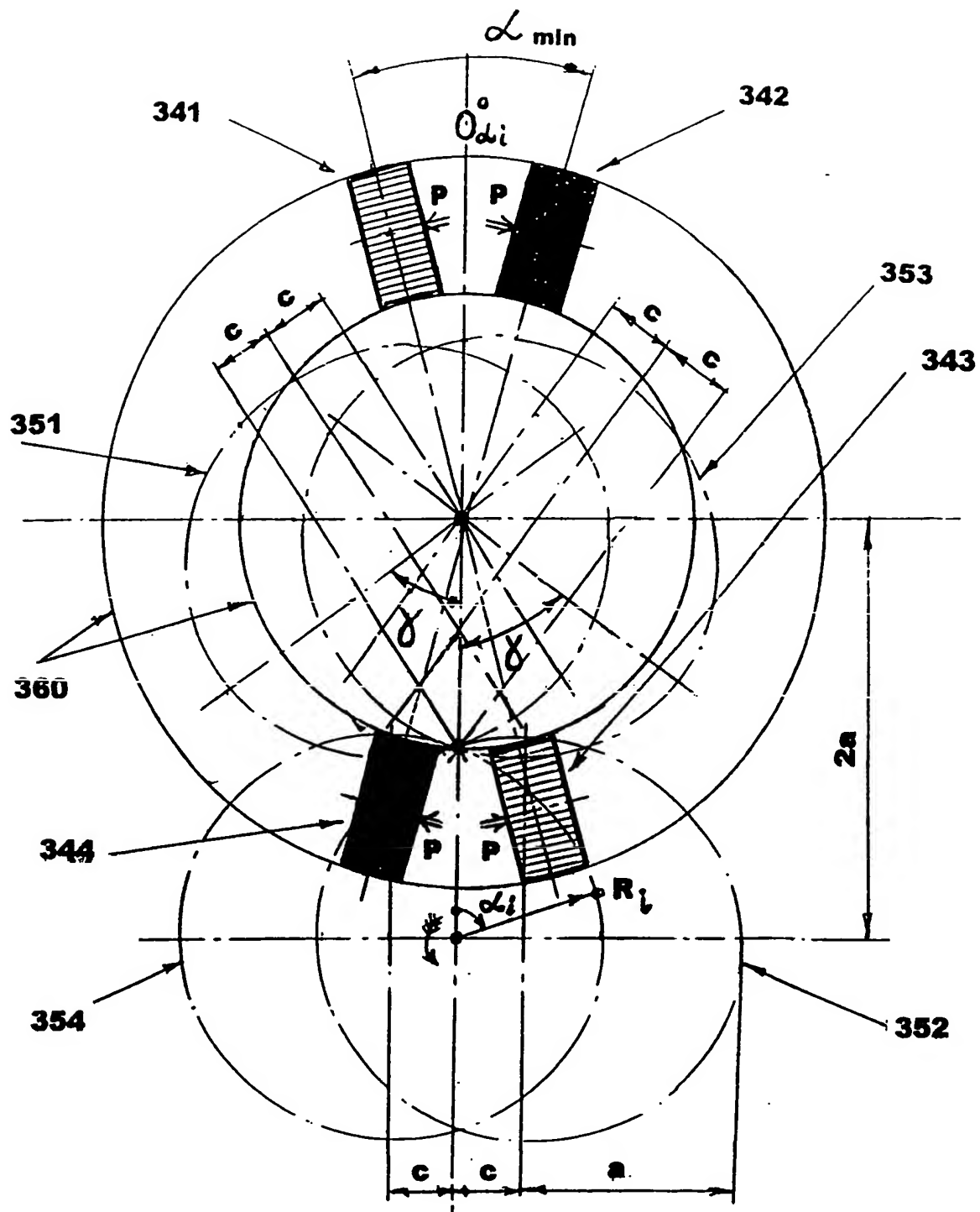


Fig. 30